Doing His Part.

Chicago Post.

Edward Atkinson is now addressing communications to the postmaster general. It isn't going to be his fault if the price of paper doesn't go up at least 100 per cent.

AN INCREASE IN TONNAGE

THE LOADED CAR MOVEMENT NEARING ITS MAXIMUM FIGURE.

Plain Talk of a General Passenger Agent on Differential Question—Heavy Traffic Over the Belt.

The train records show that there were received and forwarded at Indianapolis in the week ending Sept. 23 a total of 27,612 cars, 22,592 being loaded, 337 more than were handled at this point in the week ending Sept. 16, and 1,406 more than in the corresponding week of 1898. While in some descriptions of cars there has been an easing up in the supply, in no line is the supply equal to the demand. Were not in-bound business unprecedentedly heavy the car shortage at such points as Indianapolis, Terre Haute, Peoria and St. Louis would be even more seriously felt. The grain movement east is increasing, and all cars which can be commanded are promptly loaded. The dressed meats shipments east are heavier than usual, and the shipments of live stock the last few days have increased, as is the case with produce, the cooler weather enabling shippers to forward their traffic under much more favorable conditions than in early September. Never in the history of the Indianapolis lines has west-bound business been as heavy as at present, especially in the high-class freights, the tonnage being fully 50 per cent. in excess of the corresponding period last year. Only in the shipments of coals from Pennsylvania and West Virginia is business lighter than usual, and this is due to the trouble in getting coal cars. The roads handling the coal going to the lakes and the ore from the lakes to the manufacturers in Ohio and Pennsylvania are using all the cars obtainable, and the matter is giving Western coal dealers a good deal of anxiety, as they should now be laying in their fall and winter stocks. Local traffic continues heavy, and with the larger freight depots of the Big Four and the Pennsylvania lines it is evident that both must increase their depot and bulk track room to keep pace with the growth of business at Indianapolis, both of its merchants and manufacturers. The table below shows the number of loaded cars handled at this point for the week ending Sept. 23 and for the corresponding weeks in 1898 and 1897:

Name of Roads.	1899.	1898.	1897.
C., I. & L.	511	584	648
I., D. & W.	588	498	493
C., H. & D.—Ind'p's div.	974	843	723
L. E. & W.	536	584	581
Penn.—I. & V.	975	506	422
Penn.—J., M. & I.	1,262	996	1,056
Penn.—Chicago div.	936	597	668
Penn.—Columbus div.	2,328	1,995	1,915
Vandalia	2,661	2,364	2,035
P. & E.—East div.	947	1,029	763
P. & E.—West div.	963	1,234	958
Big Four—Chicago div.	2,393	2,283	1,929
Big Four—Cincinnati div.	2,916	2,701	2,423
Big Four—St. Louis div.	2,280	2,120	1,922
Big Four—Cleveland div.	2,422	2,852	2,666
Totals	22,592	21,186	19,202
Empty cars	5,020	5,342	4,390
Total movement	27,612	26,528	23,592

Inequality of Differentials.

O. W. Ruggles, general passenger agent of the Michigan Central, on Saturday returned from the meeting called in New York to adjust the differential question, and in conversation while in Buffalo expresed himself quite fully regarding the matter. "Differential fares have been in vogue seventeen years," said Mr. Ruggles, "and they have been very unsatisfactory from the start. They will be abolished one way or another and a 'common time, common fare' policy substituted, I believe. We will hasten action on this matter, too, because the failure of differential fares has been too pronounced to pursue present demoralized conditions any longer. What justice is there in compelling the Michigan Central to charge $2 more for transportation on its 30-hour New York-Chicago train than on a competitor's 26-hour train, with the same equipment? It is a delicate distinction between a 'standard' and a 'differential' line, and we insist that the service of the so-called weak lines has been improved until now all the New York-Chicago lines are competing almost on an equal basis. The whole secret of railway competition is the recognition of what is right. Each railway is entitled to a certain share of traffic and it ought to enjoy certain privileges in its own territory, but to-day nobody recognizes a railway's territory. It seems to be everybody's territory, and this causes irregular and illegitimate business methods. If each railway company would respect the moral rights of competitors there would be no secret hate cutting. There is room apparently for all, but when you find your neighbors sneaking around your own yards it is time to keep an active watch. I believe that each line serves a certain portion of the country, and it should be entitled to all the profits accruing from such service. Traffic to competitive points can be equally divided on a profitable basis. A pooling issue would settle the whole controversy, of course, but its sanction by Congress is a mater of speculation."

Will Improve Freight Facilities.

The business of the Big Four, the Pennsylvania lines and the Cincinnati, Hamilton & Dayton has so increased that in each case the company finds it necessary to increase its facilities for handling freight at Indianapolis. The Big Four will, on Nov. 1, when the Cincinnati, Hamilton & Dayton vacates the old Bee-line depots, commence removing the buildings and will grade the ground and lay tracks which will give room for 240 cars. The passage ways between the tracks which will be conveniently arranged for loading and unloading cars, will be constructed of brick. The grounds afford ample room to make them the best and largest bulk tracks in this or any other city. Meantime, the Pennsylvania Company is not idle. It is putting in a system of tracks on the ground it recently purchased on which to erect a new freight depot, when the city permits the laying of tracks needed across South Delaware street. The system of tracks the ocmpany is now laying will hold 125 cars, and part of it will be put under cover and probably utilized for handling the traffic of the Indianapolis & Vincennes road. The Cincinnati, Hamilton & Dayton has a large force at work on its new freight depot, which will be ready for occupancy Nov. 1, and has completed its yard, which, in connection with those of the Monon are commodius, well arranged and approached by good pavements which extend as driveways between the several tracks. The improvements these three companies are making will greatly facilitate the loading and unloading of freight on the bulk tracks and at the city freight depots, for a considerable tonnage of freight which is now handled through the depots can be loaded or unloaded direct from the cars.

Belt Road Traffic.

Business over the Belt road last week was very active, there being transferred over the road 20,946 cars against 17,498 in the week ending Sept. 16, and against 16,877 in the week ending Sept. 9; Belt road engines handled at the stock yards 1,296 carloads of stock against 1,048 carloads in the week ending Sept. 16, and 935 carloads in the week ending Sept. 9; for private industries on the line, 1,136 cars against 1,059 in the previous week.

Personal, Local and General Notes.

The vice presidents of the Erie Railroad are on an inspection of the western division.

The International Order of Railway Men, which is but two years old, claims now to have $5,000 members.

The electric lines of Philadelphia earned in the year ending June 30 $12,036,266, with a net profit of $592,452.

The Pennsylvania has established buffet sleeping-car service between New York and Charleston, S. C., dating from Sept. 25.

At the exposition in Philadelphia the locomotive works, car-building companies and steamship lines have large and costly displays.

The four Pennsylvania lines handled at Indianapolis last week 5,401 loaded cars, an increase of 385 over the week ending Sept. 16.

There is a movement on foot looking to the giving of low passenger rates to laborers who wish to go to any field where laborers are in demand.

The Big Four lines proper handled at Indianapolis last week 9,992 loaded cars, against 10,142 in the previous week, a decrease last week of 150.

Thomas D. Sheridan, for over twenty-five years northern passenger agent of the Grand Trunk Railroad, died at his home in Buffalo Saturday night.

On Friday a train of twenty-six cars, loaded with grapes shipped from New York and northern Ohio passed over the Toledo, St. Louis & Kansas City.

The building of a road from Yankton to Omaha, it is stated, will be started within thirty days, and the enterprise is said to be backed by ample capital.

All the roads are arranging to give low rates to Chicago on the occasion of its fall festival. Tickets will be placed on sale Oct. 2, good to return until Oct. 10.

James McCrea, first vice president of the Pennsylvania lines west, with other officials, on Friday and Saturday inspected the Grand Rapids & Indiana lines.

At the Ohio Falls car works, in the passenger car department, more work is in progress and more men employed than at any time in the last seven years.

On Saturday District Passenger Agent Algeo, of the Monon, sold to one person eight tickets to San Francisco over the Monon and Santa Fe lines at full tariff rates.

The Vandalia handled at this city last week 2,661 loaded cars, an increase of 239 over the preceding week. The road brought in 1,589 and forwarded west 1,072 loaded cars.

On Oct. 1 W. A. McGowan, contracting agent of the Lake Erie & Western lines at Cincinnati, will be transferred to other duties, his position at Cincinnati being abolished.

The belief is gaining strength that the interchangeable mileage book in use in the Central Passenger Association territory will in the near future give place to the Sebastian ticket.

George P. Jones, for many years freight agent of the Queen & Crescent at New Orleans, died on Saturday. The deceased was well known by freight men at Indianapolis and Cincinnati.

B. F. Hand, assistant general freight agent of the Michigan Central, who will retire from that position on Oct. 1, will continue service with the company, but in another position.

W. H. McDoel, president and general manager of the Monon, left for New York on Saturday. It is expected the directors will meet on Tuesday or Wednesday, and elect officers for the ensuing year.

The gross earnings of the Norfolk & Western in the second week of September were the largest in the history of the company, there being an increase of $45,125 over the corresponding week of 1898.

The business of the Cincinnati, Hamilton & Dayton at Indianapolis is heavy beyond precedent, the road handling at this point last week 1,150 cars, 974 being loaded, fifteen more than in the previous week.

From trustworthy sources it is learned that John M. Hall, vice president of the New York, New Haven & Hartford, will be elected president of the company until the ownership of the property becomes better defined.

The Southern Indiana has sixteen locomotives, ten of which were purchased this year, and its thirteen passenger cars, four baggage cars, fifty-five flat cars and 300 coal cars are equipped with automatic couplers and airbrakes.

The directors of the Cincinnati, Hamilton & Dayton have declared a 2 per cent. quarterly dividend on the Dayton & Michigan preferred stock, and a semi-annual dividend of 1¾ per cent. on the common stock, payable Oct. 3.

The contract of the Santa Fe and Chicago & Eastern Illinois calls for the delivery of five thousand head of cattle, shipped from Texas to the Terre Haute distilleries, or 225 carloads. Two thousand were delivered last week, loading eighty cars.

Hereafter all brass work which has been done at the shops of the Pennsylvania Company at Fort Wayne will be done at the company's shops at Allegheny, Pa. By this change fifteen men who have families will be obliged to move to Allegheny.

Passenger conductors on the Great Northern have been notified that hereafter they are expected to hold their positions under bonds of $1,000 each for the purpose of indemnifying the company against any loss that may be incurred through their fault.

Trains 15 and 7 over the Pittsburg, Fort Wayne and Chicago are now run in two sections, so heavy is the traffic. These trains carry mail and express business in addition to coaches and sleepers, travel being the heaviest ever known on the Fort Wayne line.

W. H. Harrihan and other officials of the Illinois Central last week inspected their Southern lines. After the improvements are completed on the Memphis division, which will be in sixty days, the maximum grade between Memphis and Fulton will be 26.5 feet to the mile.

The Rio Grande Western, during the past year, laid sixty miles of new main-line track. This makes the system 653 miles in length, the greater portion of which is in Colorado. The new main track is largely branches, which bring a large amount of traffic to the road.

The passenger department of the Cincinnati, Hamilton & Dayton has hit upon a novel method of advertising, inclosing in one of their envelopes a "kissing bug," which, on the opening of the envelope, creates considerable consternation with the opener of it and those around him.

The election of William Rockefeller as a director of the New York Central is not regarded in Wall street as forecasting changes in either the New York Central or the New York, New Haven & Hartford. Mr. Rockefeller has long been a director and one of the largest stockholders of the New Haven road. At the same time he has been a large stockholder in the New York Central.

Freight traffic officials of the lines east from St. Louis have renewed their efforts to secure a vote for a lower rate on wool. The present rate is 58 cents per one hundred pounds, and the proposed reduction will make the rate 46½ cents. There is said to be an immense quantity of wool to be shipped, and an effort will be made to have the shipments from the West come via St. Louis to eastern markets.

The Philadelphia & Reading has prepared plans for new shops at Reading. The new plant will be one of the most extensive in the country and equipped with the newest appliances, and shops for repair work will be erected similar to those at Schuylkill Haven. The car shops will be provided with four tracks, and the two center tracks will be equipped with powerful pneumatic apparatus for handling cars.

The boards of adjustment of the Union Pacific locomotive engineers and locomotive firemen are in session at Omaha, formulating their grievances and differences, the accumulation of several years, for presentation to the company officials. It is stated by members of the boards that there are no grievances which cannot be amicably settled if the Union Pacific officials are in the least disposed to be fair.

THE COURT RECORD.

Superior Court.

Room 1—John L. McMaster, Judge.

Simon Webster vs. Mattie Webster; divorce. Finding and decree for plaintiff at his cost.

Orville L. and William W. Webb vs. James Renihan; damages. Dismissed and costs paid.

Room 2—James M. Leathers, Judge.

Matilda F. Sloan vs. James K. Sloan; divorce. Evidence heard; taken under advisement.

Lida A. Vaught vs. James B. Vaught; divorce. Evidence partly heard and continued.

Anna D. Burris vs. Isaac Burris; divorce. Decree granted plaintiff; judgment against defendant for costs.

Bessie McAffee vs. William T. McAffe; divorce. Granted plaintiff; judgment against defendant for costs.

William A. Morgan vs. Lizzie Morgan; divorce. Decree denied; judgment against plaintiff for costs.

Jennie Overton vs. Sylvester Overton; divorce. Decree granted plaintiff; judgment against defendant for costs.

Thomas Port et al. vs. Charles E. Helvie; note. Dismissed and costs paid.

Tobias Roach vs. Henry Dolman et. al.; mechanic's lien. Dismissed and costs paid.

Room 3—Vinson Carter, Judge.

Eva L. Davidson vs. Thomas G. Davidson et al.; support. Dismissed.

The Washington Savings and Loan Association vs. Samuel W. Mercer et al.; foreclosure. Dismissed by plaintiff; judgment against plaintiff for costs.

Samuel Gehart vs. Mary E. Gehart; divorce. Granted plaintiff; judgment against plaintiff for costs.

Ellen Gaylor vs. Daniel W. Gaylor; divorce. Granted plaintiff; judgment against plaintiff for costs.

Circuit Court.

Henry Clay Allen, Judge.

James E. Osborn et al. vs. Raleigh Staley et al; from Hamilton county. Dismissed and costs paid.

James E. Osborn et al. vs. John H. Staley et al.; from Hamilton county. Dismissed and costs paid.

Sadie Chives vs. George W. Chives. Defendant defaulted. Submitted to court. Evidence heard. Finding for plaintiff and decree of divorce granted. Maiden name of plaintiff, Sadie Lee, restored. Judgment against defendant for costs.

Horace G. Study vs. John E. Meyers et al. Supplemental execution. Finding for plaintiff that defendant, Rosa Seyfried, is the owner of real estate described. Ordered that said real estate be applied to satisfaction of plaintiff's judgment. Judgment against defendant, Rosa Seyfried, for costs. Judgment against plaintiff in favor of defendant, Meyers, for his costs.

Anna Varon vs. Theodore V. Summers; from justice of the peace. Cause dismissed for want of prosecution. Judgment against plaintiff for costs.

Criminal Court.

Fremont Alford, Judge.

State vs. Amos Helm and Lewis Fisher; petit larceny. Appeal from City Court. Finding of not guilty.

State vs. Michael Robinson; murder. Defendant pleads guilty to manslaughter. Sentenced to Indiana Reformatory not less than two nor more than twenty-four years.

New Suits Filed.

Maria L. Helm vs. The Indianapolis Street-railroad Company; damages. Superior Court, Room 2.

Franklin M. Reed vs. Susan A. Reed; divorce. Circuit Court.

Joseph B. Kealing et al. vs. Hicklin J. Landers; suit on account. Superior Court, Room 2.

Notes of Recent Opinions.

Public moneys deposited by an officer in a bank of which he was a partner are held, in Board of Fire and Water Commissioners vs. Wilkinson (Mich.), 44 L. R. A., 493, to constitute a trust fund, even if he had a legal title to the money.

The issuance of preferred stock by a building and loan association which is based on principles of co-operation, equality and mutuality, is held, in Sumrall vs. Columbia Finance and Tea Company (Ky.), 44 L. R. A., 659, to be void as against public policy.

The right of a bank to send a check or draft directly to the drawee bank for collection is denied in Minneapolis Sash and Door Company vs. Metropolitan Bank (Minn.), 44 L. R. A., 504, notwithstanding the existence of a usage and custom among banks to do this.

The liability of a county "in all cases of lynching when death occurs," under the South Carolina Constitution, is held, in Brown vs. Orangeburg County (S. C.), 44 L. R. A., 734, to extend to cases in which the persons lynched were not prisoners or in custody of the court.

A woman with a transfer ticket, approaching a street car to get on, when she is struck by a piece of the trolley pole, which breaks while the motorman is trying to shift it to the other end of the car, is held, in Keator vs. Scranton Traction Company (Pa.), 44 L. R. A., 546, to be a passenger, within the rule fixing the degree of care due toward passengers.

Owners of property so near to a house of ill fame that their enjoyment of their property is affected by disgusting sights and sounds in such house are held, in Blagen vs. Smith (Or.), 44 L. R. A., 522, to sustain an injury different in kind from that which is suffered by the public at large, and therefore entitled to an injunction against the maintenance of the nuisance.

Children to whom a policy of insurance on their father's life is payable if their mother be not living at his death are held, in Voss vs. Connecticut Mutual Life Insurance Company (Mich.), 44 L. R. A., 689, to have a vested, although contingent, interest, and on the death of one of them before his mother's death his interest is held to descend to his widow and children.

A real estate broker who contracts to produce a purchaser is held, in Lunney vs. Healey (Neb.), 44 L. R. A., 593, to perform his contract by the production of one financially able, with whom the owner actually makes an enforceable contract of sale, even if it is not enforced. With this case there is an extensive note on the performance by a real estate broker of his contract to find a purchaser or effect an exchange.

An assignment of accounts and other choses in action to a purchaser in good faith, who obtains actual possession of them and immediately notifies the debtors, is held, in Graham Paper Company vs. Pembroke (Cal.), 44 L. R. A., 632, to confer a perfect legal title thereto as against a prior assignee who took them only as security, but who, without obtaining possession of them or giving notice to the debtors, left them with the assignor for collection.

The unreasonable refusal of a passenger to state his name when asked by a conductor to whom he tenders a mileage ticket, if the name thereon was his own, is held, in Palmer vs. Maine Central Railroad Company (Me.), 44 L. R. A., 673, insufficient to justify the conductor in procuring his arrest without a warrant on the charge of fraudulently evading payment of fare. But it is held to mitigate the damages for the passenger's wounded pride and sensibilities.

The right of a city to take a bond from a street contractor to keep a street and pavement in repair for five years after performing the contact is denied in Portland vs. Portland Bituminous Paving and Improvement Company (Or.), 44 L. R. A., 527, when the bond covers in effect all injuries liable to arise from whatever source, and is not limited to defects in the performance of his contract. With this case is a note collating the decisions on the power of a city to bind a contractor to repair a pavement which he makes.

Does Not Pollute White River.

To the Editor of the Indianapolis Journal:

An item in a recent issue of the Journal from your Anderson correspondent concerning the pollution of White river does an injustice to the West Muncie Strawboard Company, called the "Yorktown mill." And while I allow no one to surpass me in abhorrence of the pollution of our beautiful streams, I feel that we should be sure we are placing the blame where it belongs. As a deputy commissioner of fisheries and in the interest of clients as well as from my own interest as a lover of good fishing, I have closely watched the various factories in this county for three years, and during that time the mill at Yorktown has not polluted nor injured the river at all. This company has a twenty-acre pool into which flows its refuse and from which it can only reach the river by filtration through a natural bed of gravel. I have to-day made a careful examination of the premises, and find that the only water entering the river from this mill is perfectly clear and tasteless; and, as the only channels through which the refuse could reach the river, except through this filter, are grown over with weeds and other vegetation, I should be fully convinced, without the positive statement of the manager, that none has so flowed in since the vegetation started in the spring. I found the river above this mill (five miles below the Muncie mill) as nasty as described in the Anderson report, and just below the Yorktown mill I found Buck creek (seven or eight miles below the Muncie (wood) pulp mill) emptying into the river a volume of filth and dead fish so filthy that it could not be described.

I sincerely hope that the city of Anderson and others below us, who drink this water and suffer all its horrible effects, may speedily assert their rights and stop this inexcusable ruination of our beautiful and useful streams. An examination will show that the "Yorktown mill" is innocent, and will serve the further purpose of demonstrating that it is not necessary to throw this filth into the river at all, but that it can be otherwise disposed of satisfactorily and at a much less expense than to be in continual litigation. O. N. CRANOR.

Muncie, Ind., Sept. 23.

Pneumatic Shoes.

To the Editor of the Indianapolis Journal:

As a New York business man entering Indiana at Muncie, it was my pleasure to obtain a copy of the Journal of yesterday. In it was a clipping from the Boston Transcript relating to an invention of an Italian, classed as pneumatic shoes. This is an American invention of long standing. The writer, way back in the seventies, obtained a United States patent for cushions so arranged on shoes as to give the elderly and sickly the elastic walk of youth; for use in drilling recruits to prevent them from walking on the heel—in short, to prevent bone shaking. There were no bicycles then. Had the writer simply mentioned that these air cushions could be put on wheels, with a claim to correspond, the patent would have been a valuable one. As it is, the use of cushions on tires is simply an adaptation of a published principle. The horseshoe shape of the cushion is new, but from the description of the structure and the vents one would fear that in wet weather water would be sucked in and ejected by the act of walking. WILLIAM W. STEWART, Of Brooklyn, N. Y.

Crawfordsville, Ind., Sept. 23.

Democratic Development.

Philadelphia Record (Dem.).

An interesting and significant sign of the times is the conference of conservative Democrats of Indiana in Indianapolis last week to take steps for party reorganization in the State, and for the promulgation of a platform on which all Democrats can stand in 1900. The sound-money Democrats in the conference declared that they would gladly return to the party lines on a platform containing no silver or nothing more on that point than a resolution in favor of bimetallism. In the progress of political development the Republicans dropped bimetallism with the failure of the Wolcott commission to Europe in 1897, and it is only a question of a little time when the Democrats will catch up with the world's procession in favor of the single gold standard.

Wasn't Disturbed.

Ohio State Journal.

Mistress (to new nursery maid, whom she finds deeply absorbed in a dime novel)—Why, Maggie, you can't read and mind the baby at the same time.

Nurse—Yes I can, mum. The child doesn't disturb me a bit.

TWO PITCHERS POUNDED

CRONIN GIVEN A DRUBBING BY CHICAGO IN FIRST GAME,

And Callahan Lambasted by Cincinnati in the Second—St. Louis and Cleveland Beaten by Louisville.

Chicago ......21—Cincinnati ... 5
Cincinnati ...11—Chicago 1
Louisville .... 7—St. Louis...... 6
Louisville .... 5—Cleveland 1

To-Day's Scheduled Games.

Pittsburg at Chicago.
St. Louis at Cleveland.
Philadelphia at Baltimore.
Washington at Brooklyn.
Boston at New York.

Standing of National League Clubs.

Clubs.	Played.	Won.	Lost.	Pct.
Brooklyn	131	91	40	.695
Philadelphia	137	86	51	.628
Boston	135	82	53	.607
Baltimore	130	76	54	.585
St. Louis	138	77	61	.558
Cincinnati	139	76	63	.547
Chicago	136	70	66	.515
Louisville	138	68	70	.493
Pittsburg	138	67	71	.486
New York	133	55	78	.414
Washington	136	49	87	.360
Cleveland	143	20	123	.139

CINCINNATI, O., Sept. 24.—Cronin was pounded unmercifully in the first game and Chicago walked in. Mertes sent the ball over the center field fence twice. Callahan was hit even harder than Cronin in the second game, which was called on account of darkness. Score of first game:

Cincinnati.	A.B.	R.	H.	O.	A.	E.
Barret, cf	4	2	4	1	0	1
Crawford, cf	5	1	1	3	0	0
Selbach, lf	5	0	2	0	0	2
Beckley, 1	4	0	0	10	0	0
Corcoran, s	5	1	2	2	4	0
McPhee, 2	4	0	0	4	4	2
Wood, 3	3	1	1	1	2	0
Peitz, c	4	0	2	6	2	0
Cronin, p	4	0	1	0	1	1
Totals	38	5	13	27	13	6

Chicago.	A.B.	R.	H.	O.	A.	E.
Ryan, lf	5	4	2	2	0	0
Lange, cf	6	3	3	5	0	0
Everitt, 1	5	3	3	9	0	0
Mertes, rf	6	3	3	4	0	0
McCormick, 2	5	0	2	2	2	0
Bradley, 3	6	0	3	2	1	1
Magoon, s	6	1	1	2	3	0
Chance, c	4	4	3	0	1	0
Griffith, p	5	3	3	0	2	0
Totals	48	21	23	*26	9	1

*Wood out, hit by batted ball.

Score by innings:

Cincinnati	1	1	0	0	1	0	0	1	1	—5
Chicago	2	4	6	2	0	0	2	4	1	—21

Earned runs—Cincinnati, 4; Chicago, 18. Two-base hits—Crawford, Griffith (2), Everitt, Bradley, Chance, Corcoran, Selbach. Home runs—Mertes, (2). Stolen bases—McCormick, Griffith. Double plays—Corcoran, McPhee and Beckley, (2); Magoon, McCormick and Everitt. Bases on balls—Off Cronin, 3; off Griffith, 3. Hit by Cronin, 3. Struck out—By Cronin, 4. Passed ball—Peitz. Time—Two hours. Umpires—O'Day and McDonald.

SECOND GAME.

Cincinnati.	A.B.	R.	H.	O.	A.	E.
Barret, rf	2	1	2	0	0	0
Crawford, cf	3	2	1	1	3	0
Selbach, lf	2	1	2	2	0	0
Beckley, 1	1	1	1	4	0	0
Corcoran, s	3	0	0	1	2	0
McPhee, 2	3	2	2	0	1	0
Wood, 3	3	2	2	1	0	0
Kahoe, c	2	0	0	5	1	0
Hahn, p	2	2	2	1	1	0
Totals	21	11	12	15	7	0

Chicago.	A.B.	R.	H.	O.	A.	E.
Ryan, lf	2	1	1	1	1	0
Lange, cf	2	0	1	0	0	0
Everitt, 1	2	0	0	5	1	0
Mertes, rf	2	0	2	0	0	0
McCormick, 2	2	0	0	1	3	0
Bradley, 3	2	0	0	0	2	0
Magoon, s	2	0	0	1	0	0
Donohue, c	1	0	1	4	1	0
Callahan, p	2	0	0	0	1	1
Totals	17	1	5	12	9	1

Score by innings:

Cincinnati	1	3	7	0	*—11
Chicago	1	0	0	0	0— 1

Earned runs—Cincinnati, 9; Chicago, 1. Two-base hits—McPhee, Lange. Three-base hits—Donohue, Selbach. Double play—Crawford, Corcoran and Kahoe. Bases on balls—Off Hahn, 1; off Callahan, 1. Struck out—By Hahn, 2; by Callahan, 1. Attendance—9,296. Time—Fifty-eight minutes. Umpires—McDonald and O'Day.

Louisville Beats Two Clubs.

ST. LOUIS, Sept. 24.—Louisville beat St. Louis and Cleveland in a double-header today. The St. Louis game was interesting from the outset, and the batting on both sides was hard and opportune. There were also some sensational plays in the field. The Cleveland contest was dull, and there was never any doubt about the result. Darkness put an end to it in the seventh inning. Attendance, 11,300. Scores:

First game—

										R	H	E
St. Louis	0	1	2	0	3	0	0	0	0	—6	9	4
Louisville	0	0	0	5	2	0	0	0	*	—7	9	1

Batteries—Powell and O'Connor; Waddell and Latimer. Earned runs—St. Louis, 4; Louisville, 3. Two-base hit—Kelly. Three-base hit—Heidrick. Home run—Wallace. Sacrifice hit—Flood. Bases on balls—Off Powell, 1; off Waddell, 2. Wild pitch—Waddell. Struck out—By Powell, 2; by Waddell, 5. Stolen bases—Heidrick, Burkett, Wagner (2). Time—2:05. Umpires—Latham and Connolly.

Second game—

								R	H	E
Louisville	3	0	1	0	0	1	0	—5	6	2
Cleveland	1	0	0	0	0	0	*	—1	6	1

Batteries — Cunningham and Zimmer; Harper and Sugden. Earned runs—Louisville, 3. Two-base hits — Wagner, Ritchey. Home run — Wagner. Double plays — Clingman, Ritchey and Kelly; Ritchey and Kelly. Bases on balls—Off Cunningham, 2; off Harper, 1. Struck out—By Harper, 1. Stolen base—Clarke. Time—1:00. Umpires—Latham and Connolly.

Indians Defeat Richmondites.

Special to the Indianapolis Journal.

RICHMOND, Ind., Sept. 24.—A crowd of 3,000 saw Richmond lose to the Nebraska Indians this afternoon. Failure of the locals to hit at critical periods and poor fielding account for it. The same teams will play again to-morrow. Score:

										R	H	E
Indians	2	2	1	0	6	0	0	0	0	—11	12	1
Richmond	2	0	0	0	0	0	0	2	1	— 5	12	3

Batteries—Corbett and P. Taylor; Thomas, Patterson and Earl.

Montpelier Is Champion.

Special to the Indianapolis Journal.

MONTPELIER, Ind., Sept. 24.—The last ball game of the season was played here this afternoon between the Montpeliers and the Huntingtons. Jot Goar, who was formerly with Cincinnati, pitched for Montpelier and Paul was his catcher. The Huntington battery was Owens, Dunkirk and Poor. Huntington lost by a score of 11 to 7. One thousand five hundred people witnessed the game. Goar will probably pitch for Indianapolis next year.

Struck Out Thirteen.

Special to the Indianapolis Journal.

CICERO, Ind., Sept. 24.—The local club defeated the Ingalls baseball team here today by a score of 10 to 6. Bales, of the locals, struck out thirteen of the visitors. Hits—Cicero, 13; Ingalls, 5.

Pensions for Veterans.

Certificates have been issued to the following-named Indianians:

Additional—John Frets, Waterloo, $6 to $10; Orlando Foles, Indianapolis, $6 to $8; Zaphar Evans, Dunkirk, $4 to $6.

Increase—Jonathan Stanley, Dunkirk, $6 to $10; John W. McCreery, Gaston, $10 to $24; Carroll K. Roberts, Delphi, $14 to $17; Benjamin Gerald, Indianapolis, $8 to $12; George H. Pennington, New Albany, $8 to $12; (special, Sept. 13) James Price, Frankfort, $17 to $24; James D. Kent, South Bend, $6 to $8; Newton Allen, Monrovia, $16 to $17; John Donham, Cory, $17 to $24; George W. Jenkins, Crandall, $10 to $17; Morton Hamilton, Lockman, $12 to $17; William M. Cutler, Fort Wayne, $12 to $14; Elihu Parrish, Spencer, $16 to $17; John W. Lawhead, Edwardsport, $17 to $24; Jonathan Merimon, Hillsdale, $8 to $10; John H. Thompson, Indianapolis, $6 to $8; Thomas N. Murphy, Lafayette, $12 to $14; Jacob Green, Correct, $16 to $17; Benjamin F. Alter, Forest, $6 to $8; William H. Snider, Muncie, $6 to $8; Sylvester Cunningham, Lebanon, $12 to $17; John T. Lake, North Judson, $8 to $12; Daniel Krinn, Marion, $6 to $8; Ephraim R. Mason, Headlee, $6 to $10; Daniel Kidd, Pierceville, $12 to $15; Alexander Hair, Clarksville, $8 to $12; James McCormick, National Military Home, Grant, $8 to $10; Christian Hatmaker, Salamonia, $8 to $10; Daniel Rice, Camden, $6 to $10; Charles Murphy, Seymour, $12 to $14; Ferdinand Grime, Fort Wayne, $12 to $24; Andrew J. Smith, Wabash, $8.50 to $12.75; James H. Myers, Jeffersonville, $15 to $20; Philip Carlile, Scottsburg, $16 to $17; Nelson V. Gaby, Rome City, $12 to $17.

Original Widows, etc.—Mary E. Hill, Frankfort, $20.

OTHER CELEBRATIONS.

Reception to Dewey Not the Greatest in New York's History.

New York Letter in Philadelphia Telegraph.

A glance backward over New York's history contradicts the assertion almost universally heard these days that the Dewey celebration will be an event without a parallel in the city's annals. It is in only one respect that the Dewey celebration will differ from the other great events in New York's history. It will be the first time that the metropolis will have the honor to welcome within its portals a victor whose reception can only be likened to the triumphant entries of the victorious consuls and Emperors of the Roman empire. As to the celebration itself, there have been many which, considering the period when they were held, were as brilliant as that which the end of this month will bring. The international naval parade in New York harbor as a prelude to the opening of the Chicago world's fair, the imposing ceremonies that attended the funeral of President Grant and the dedication of the mausoleum which holds his remains. All these are events which are still fresh in the memory of the present generation. But taking down the files of newspapers from the shelves of the Astor Library celebrations of equally imposing character are found in the earlier days of the city's history. Probably the first prearranged celebration of note was the "federal celebration," which took place on July 23, 1788. In a way this event was arranged as a personal tribute to Alexander Hamilton, who more than any one else had contributed towards bringing about the adoption of the Constitution. The festivities were also intended as a means to bring a certain amount of pressure to bear on the delegates to the constitutional convention.

New York then had twenty-three thousand inhabitants, and while the newspaper makers of those days had no red ink and poster type at their command, they portrayed in strong English the magnificence of the demonstration. A citizens' committee, with Major L'Enfant at the head, had charge of the arrangements. A salute of thirty-two guns from the United States frigate Alexander Hamilton awoke the slumbering citizens at sunrise. The principal event of the day was a parade which, in honor of the States which had already ratified the Constitution, was divided into ten divisions. There were numerous floats, and Christopher Columbus was shown on horseback with a guard of honor, consisting of woodchoppers with glittering axes. All the trades were represented, each on a float of a representative character. The bakers showed a huge loaf of bread, made from an entire barrel of flour, and pasted on it were the names of the ten States which had adopted the Constitution. The frigate Hamilton formed part of the procession, being drawn on a special float. The President reviewed the pageant, and a Spanish man-of-war thundered forth a friendly salute. According to the unquestionably reliable reports of the newsgatherers of those days, there was absolute silence throughout the city while the parade was going on.

The next imposing celebration was that which took place to commemorate the completion of the Erie canal. The festivities of Nov. 4-7, 1825, resembled in a way the coming Dewey celebration. Then, as now, the coming of a vessel marked the opening of the gayeties. Now it is the Olympia, then it was the Seneca Chief, Governor Clinton's State vessel, which was escorted on its way down the Erie canal by a small fleet of other vessels. The Washington was the name of the boat which took the city's reception committee out to meet the Seneca Chief. A naval parade followed, a number of British vessels participating. Then Gov. Clinton took the decorated water barrel, which is yet to be seen in the museum of the New York Historical Society, and poured fresh water from Lake Erie into the waters of the Atlantic, thus symbolically marrying Lake Erie to the Atlantic. Festivities on land followed. The parade contained fifty-eight divisions. A torchlight parade, banquet, ball, and the distribution of silver medals among the city's guests followed.

When the Croton aqueduct was finished another series of festivities took place. Great plans had also been made for celebrating the opening of the transatlantic cable, when suddenly public opinion, fickle as it is, one fine day turned against Cyrus W. Field and denounced him as a humbug, because the submarine wire had refused to work for a few days. Advanced as is the age we live in, the Dewey festivities beyond a doubt will be more splendid than anything seen heretofore; but from a broad historical point of view, one is reminded of that ancient sage, Ben Akiba, who, 2,000 years ago, exclaimed: "There is nothing new under the sun!"

ROOT UNPOPULAR, TOO.

Peculiarities of War Secretary That Are Not Liked.

Washington Special in Philadelphia Telegraph.

From present indications, Secretary Root promises to become a very unpopular official. It may be that his wisdom as an administrative officer will compensate for his attitude towards the public, but he has started out on the theory that the affairs of the army and of the War Department are in no sense the concern of the public. He has more red-tape ideas than any man who has been in the Cabinet in many years. Olney when he was attorney general made himself personally unpopular by his uncivil manners towards the public, including members of the House and Senate, but after awhile this was overlooked to a considerable degree because of the ability he displayed when he became Secretary of State. Root is said to have less regard for the public than did Olney, and it remains to be seen whether he has Olney's ability.

Root has a lawyer's idea about the allotment of time for various duties, which is likely to give him trouble before he has gone far. It is the experience of men who have seen government service that in the daily operations of the department questions must be considered as they arise, in proportion to their importance. Mr. Root, however, has assigned certain hours for certain work and to see certain officials, and adheres very closely to the rule. The idea that important persons or important business might furnish a reason for the departure from such a rule does not seem to be entertained. It perhaps never before occurred to a secretary of war as a proper thing that the general commanding the army should be compelled to await his turn to speak with the head of the department. It is the custom for all high officials having business with the secretary to go into his office at any time. It is supposed that the business of the general of the army and other high officials is of such character that it should be at their discretion brought to the attention of the secretary at once. Yet the other day the unusual sight was presented of the general commanding the army sitting for some time in the anteroom awaiting an audience with the secretary. Under the red tape system adopted, for instance, if a transport were reported aground and steps must be taken at once for her relief the quartermaster general, instead of reporting to the secretary immediately, would be required to consult the schedule of time allotted to the business of his office or take some special and forbidden steps to get the attention of the secretary. Routine and order is the rule of the department. There is likely to be an unmerciful howl from senators and members of the House when they get here in great numbers and find the restrictions put upon audiences with the secretary.

It was with great reluctance that Mr. Root consented to see newspaper correspondents at all. He seems to have a distinctively individual theory as to what should be done with men whose profession it is to enlighten the public as to public affairs. But he did consent to see representatives once a day, at an appointed hour, and he made that hour 5 o'clock, after the work of the department is supposed to be over. The reluctance with which even this concession was made is manifested by his refusing to answer any questions when the appointed hour arrives, and it is said by men who have been present at these audiences that he does not drop his work or look up from his papers at any time during the audience. He is capable of working very long hours, and he keeps some of the employes at work until late into every night, sometimes after midnight.

Tripler, the Liquid Air Man.

Philadelphia North American.

Mr. Walker, who manages the lecture bureau for S. S. McClure, under whose auspices Professor Tripler appears in his demonstrations of the magic of liquid air, told me of the accident which prematurely gave publicity to the work the professor was doing along the lines of Dewar's discovery. It appears that Tripler and a few intimates have for years made a sort of clubroom of one of the cafe apartments in the Endicott Hotel, in Columbus avenue. There one evening the professor took a small container filled with liquid air and made some demonstrations of his powers for the entertainment of his cronies. One was to pour some pure alcohol into a glass of liquid air, where it froze solid and floated on the surface. A man in the party had lighted a cigar, and in flicking the match away it chanced to fall, flaming, on the frozen alcohol. There was an explosion which knocked flat every man in the party and shattered all the glass on the table. Servants and police rushed in, there was a hurry ambulance call, reporters investigated, and the professor's story had to come out in response to insistent police inquiries. But for this accident Professor Tripler would have made no public statement until he was ready to demonstrate the truth of his claim, which has so widely discredited him—that he is able to produce ten gallons of liquid air by the power derived from three. The claim is open to this translation: The Oceanic can be propelled across the Atlantic by an initial supply of three gallons of liquid air.

AN ELECTRICAL FEAT.

Bridge Over the Wabash River Burned Off with Hot Wires.

Chicago News.

Mention was made a short time ago of a wideawake contractor who utilized an electric arc to cut through some heavy I-beams located in an awkward position in a building on which he was making some alterations, says the Philadelphia Record. This feat has, however, been entirely eclipsed by the work of an Indiana man, who employed the heating power of an electric current to wreck a 735-foot bridge without injury to the substructure.

This exceedingly interesting feat, described in the Western Electrician, was accomplished last month at Clinton, Ind. It appears that the bridge over the Wabash at this point was up to that time the only toll bridge in the State and was owned by one man. It had become antiquated and the county authorities purchased it with the idea of erecting a steel bridge in its place, using the same piers and approaches. Under the terms of the contract the owner of the bridge was to remove the superstructure inside of thirty days, without injuring in any way the sustaining piers and masonry.

This was apparently a very easy task, but after consultation with bridge builders, house wreckers, riggers, engineers, and, in fact, every one who had a plan to suggest, the only practical plan evolved was to build a false work and take the bridge down piecemeal. To blow the bridge up with dynamite would probably injure the piers and to burn it would likewise crack and injure the masonry. The thirty days elapsed and no plan had been decided upon. An extension of the time for one week was granted. At this point a young electrician, living in Clinton, came to the fore with a scheme to literally cut the bridge down with hot electric wires, and this unique plan was finally successfully carried out with the greatest satisfaction, the operation requiring but ten hours.

The bridge, which was built in 1853, consisted of three spans, with a seventy-foot draw, and, as already mentioned, was 735 feet long. Each of these spans was composed of nine chords, each consisting of three nine-inch by nine-inch yellow poplar timbers. It is perfectly evident, therefore, that if each of these timbers was cut through simultaneously the span would drop into the river without injuring the piers.

Current was secured from a near-by generating plant and leading wires were run to the farthest span. Each of the timbers to be cut was next encircled with a heavy resistance wire and connections run to the main circuit. The resistance of these wires was so proportioned that the passage of an electric current of definite length would bring them to a cherry red, just on the same principle as an incandescent lamp filament is brought to a nearly white heat. To make the cutting, or, more correctly, burning, more positive, a five-pound sash weight was hung at the bottom of each loop. In exactly one hour and forty minutes after the application of the current each timber was cut through by the hot wires to a point where the weight of the structure was sufficient to break the rest, and the span they supported tumbled into the river. This operation was repeated with each span without a hitch or delay of any kind.

An examination after the fall of the bridge showed how thoroughly the current had done its work. Each timber was burned through to the same extent; namely, five inches deep on the top and three inches on the sides, the cut being comparatively clean, the wood not being charred for more than an inch on each side of the point of contact with the hot wire.

NIAGARA FALLS.

The Horseshoe Is Retrograding Four or Five Feet a Year.

New York Sun.

Recent breaks in the rock edge of the Canadian or Horseshoe fall, over which by far the larger part of the Niagara river waters are precipitated, have tended still further to give the fall a rounded instead of an angular outline. This result of the breaking down of the rock has been observed for about ten years and the Horseshoe fall is gradually approaching again the shape that suggested its name. It may be expected, from decade to decade, slightly to change in appearance, and in the course of an ordinary lifetime the change in the position of this fall is considerable.

The brink of Niagara Falls was mapped in 1844 by James Hall, who established bench marks that have been connected, within the past few years, with the latest surveys. As Dr. Gilbert has pointed out, the comparison of Hall's bench marks with those recently established show that in the middle of the Horseshoe fall the brink is retrograding at the rate or four or five feet a year. On the other hand, the American fall, which carries a much thinner sheet of water, is receding so slowly that its rate is concealed by errors of survey.

These facts show the futility of the efforts some geologists have made to determine approximately the time it has taken the falls to cut the gorge of the Niagara river back from Lake Ontario to its present head. Just as there is a wide difference at present between the rates of retrogression of the American and Horseshoe falls, so the rate of cutting has varied greatly at different times because the conditions have not been uniform. The rock bed that is wearing away is not so thick in some places as in others, and the volume and consequently the force of the water may have varied largely, for there is some reason to believe that the waters of Lakes Superior, Huron and Michigan may once have had an outlet through the Ottawa river to the St. Lawrence. There is thus reason to distrust any geologic chronology based upon our modern measurements of the retrogression of Niagara Falls.

We know at least that the drainage of about one-thirtieth part of the area of the United States pours over these falls and that the volume of water is 275,000 cubic feet in a second. The day is coming when the grandeur of Niagara will vanish, but many generations will live and die before the electrical companies now operating in the neighborhood of Goat Island will need to move their works further up stream.